DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A37CE
Revision 16
CESSNA
208
208B
February 7, 2011

TYPE CERTIFICATE DATA SHEET NO. A37CE

This data sheet which is part of Type Certificate No. A37CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder — Cessna Aircraft Company
P. O. Box 7704
Wichita, Kansas 67277

I. Model 208, Caravan, 11 PCLM (Normal Category), Approved October 23, 1984; 11 PCSM (Normal Category), Approved March 26, 1986

Engine [Applicable to S/N 20800001 through 20800276]
Pratt & Whitney of Canada Ltd., PT6A-114 Turbo Prop
Pratt & Whitney of Canada Ltd., PT6A-114A Turbo Prop
(When operated to PT6A-114 operating limitations)

Engine [Applicable to S/N 20800277 and Up]
Pratt & Whitney of Canada Ltd., PT6A-114A Turbo Prop

Fuel — Aviation turbine fuel Jet A, Jet A-1, Jet B, JP-1, JP-4, JP-5 or JP-8. For required use of anti-icing additives and emergency use of aviation gasoline, refer to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

Engine Limits: [Applicable to S/N 20800001 through 20800276]

P&W PT6A-114 or PT6A-114A when operated to PT6A-114 operating limits

	Shaft Horsepower	NG Gas Generator Speed (% rpm)	Indicator Torque (ft.-lbs.)	Prop Shaft Speed (rpm)	Maximum Permissible Interturbine Temp. (°C)
Takeoff static & max. continuous	600 (1)	101.6	1658	1900	805
Maximum climb	600 (1)	101.6	1658/1970(2)	1900	765
Maximum cruise	600 (1)	101.6	1658/1970(2)	1900	740
Idle	-	52 min.	-	-	685
Starting (2 sec.)	-	-	-	-	1090
Max. reverse (1 min.)	600 (1)	101.6	1658	1825	805
Transient (2 sec.)	-	102.6	2200	2090	850

I. Model 208, Caravan (cont'd)

Engine Limits: [Applicable to S/N 20800277 and Up]

P&W PT6A-114A

	Shaft Horsepower	NG Gas Generator Speed (% rpm)	Indicator Torque (ft.-lbs.)	Prop Shaft Speed (rpm)	Maximum Permissible Interturbine Temp. (°C)
Takeoff static & max. continuous	675 (1)	101.6	1865	1900	805
Maximum climb	675 (1)	101.6	1865/1970(2)	1900	765
Maximum cruise	675 (1)	101.6	1865/1970(2)	1900	740
Idle	-	52 min.	-	-	685
Starting (2 sec.)	-	-	-	-	1090
Max. reverse (1 min.)	675 (1)	101.6	1865	1825	805
Transient (2 sec.)	-	102.6	2200	2090	850

(1) Flat Rated:
The engines may produce more power than that for which the airplane has been certificated. Under these conditions, the stated torque, ITT, or Ng limitations shall not be exceeded.

(2) If maximum torque is used, propeller r.p.m. must be set so as not to exceed power limitations.

Propeller and Propeller Limits [Applicable to S/N 20800001 through 20800276]:

Hartzell composite three-bladed, constant speed, full-feathering, reversible Model: HC-B3MN3/M10083
Diameter: Maximum 100 inches, minimum 100 inches, no cutoff approved
Pitch at 42-inch station:

Low pitch (Beta pickup)	9°
Feathered	78.4°
Maximum Reverse	-18°

Propeller and Propeller Limits [Applicable to S/N 20800001 and Up and all TKS equipped aircraft]:

McCauley aluminum three-bladed, constant speed, full-feathering, reversible
Model: 3GFR34C703/106GA-0
Diameter: Maximum 106 inches, minimum 104 inches (2-inch cutoff on diameter allowed)
Pitch at 30-inch station:

Low pitch (Beta pickup)	+15.6°
Feathered	+88°
Maximum Reverse	-14°

*Airspeed Limits S/N 20800001 through 20800060

V_{MO} (Max Operating)	175 KIAS
V_A (Maneuvering) at 7300 lbs.	148 KIAS

See POH/AFM for variations with weight and altitude.
V_{FE} (Flaps extended)

To 10°	175 KIAS
10° to 20°	150 KIAS
20° to 30°	125 KIAS

*Airspeed Limits S/N 20800061 and Up

V_{MO} (Max Operating)	175 KIAS
V_A (Maneuvering) at 8000 lbs.	150 KIAS

See POH/AFM for variations with weight and altitude.
V_{FE} (Flaps extended)

To 10°	175 KIAS
10° to 20°	150 KIAS
20° to 30°	125 KIAS

I. Model 208, Caravan (cont'd)

*Airspeed Limits	V_{MO} (Max Operating)	175 KIAS
Amphibian	V_A (Maneuvering) at 7600 lbs.	141 KIAS
S/N 20800014 and Up	See POH/AFM for variations with weight and altitude.	
	V_{FE} (Flaps extended)	
	To 10°	175 KIAS
	10° to 20°	150 KIAS
	20° to 30°	125 KIAS
C.G. Range	Takeoff and flight	
S/N 20800001 and Up	(+174.06) to (+184.35) at 8000 lbs.	
	(+162.41) to (+184.35) at 4200 lbs.	
	Straight line variation between points given	
	Landing	
	(+173.44) to (+184.35) at 7800 lbs.	
	(+162.41) to (+184.35) at 4200 lbs.	
	Straight line variation between points given	
C.G. Range	Takeoff and flight	
Amphibian	(+172.83) to (+182.68) at 7600 lbs.	
S/N 20800014 and Up	(+165.47) to (+182.68) at 5200 lbs.	
	Straight line variation between points given	
	Landing	
	(+171.91) to (+182.68) at 7300 lbs.	
	(+165.47) to (+182.68) at 5200 lbs.	
	Straight line variation between points given	
Empty Wt. C.G. Range	None	
Maximum Weight	8000 lb. takeoff and flight	
S/N 20800001 and Up	7800 lb. landing	
	8035 lb. ramp	
Maximum Weight	7600 lb. takeoff and flight	
Amphibian	7300 lb. landing	
S/N 20800014 and Up	7635 lb. ramp	
No. of Seats	1 through 2 (at +133.5 to +146.5) Pilot Seat Locations.	
	3 through 11 refer to current Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for passenger seating arrangements.	
Maximum Baggage	Reference weight and balance data	
Fuel Capacity	335 gal. (332 gal. usable), two 167.5 gal. tanks in wings at +183.8	
	See NOTE 1 for data on unusable fuel.	
Oil Capacity	3.5 gal. total, 2.37 gal. usable in engine mounted tank at +69.2	
Maximum Operating	30,000 ft. - Landplane	
Altitude	20,000 ft. – Amphibian and Flight into known Icing	

I. Model 208, Caravan (cont'd)

Control Surface Movements

Wing flaps 0° ±1° Up, 10° +1° -2° Down, 20° ±2° Down, 30° +1° -2° Down

LH & RH Flap Extension to be symmetric within 1/2° at all positions

Main surfaces

Ailerons	Up	25° +4° -0°	Down	16° +1° -0°
Spoiler	Up	40° ±5°	Down	0° +0° -5°
Elevator	Up	25° ±2°	Down	20° ±2°
Elevator (w/TKS fairing)	Up	18° ±1°	Down	20° ±2°
Rudder (Landplane)	Right	25° ±2°	Left	25° ±2°
(Amphibian)	Right	23° +2°, -0°	Left	23° +2°, -0°

(Measured perpendicular to hinge line)

Tabs (main surfaces in neutral)

Aileron (RH)	Up	15° ±2°	Down	15° ±2°
Elevator	Up	15° ±2°	Down	15° ±2°

Tabs servo actions

Aileron (RH) (tab adjusted to neutral)
50% of aileron travel ±1° Up and Down
Aileron (LH) 50% of aileron travel ±1° Up and Down

Serial Nos. Eligible

20800001 and up - Landplane
20800014 and up - Amphibian with Wipline Model 8000 Amphibious/Seaplane Floats.

II - Model 208B, Caravan, 2 PCLM (Normal Category), Approved October 9, 1986
Model 208B, Caravan, 11 PCLM (Normal Category), Approved December 13, 1989

Engine

Pratt & Whitney of Canada Ltd., PT6A-114 Turbo Prop, S/N 208B0001 through S/N 208B0178 and 208B0180 through 208B0229, and as modified by SK208-84

Pratt & Whitney of Canada Ltd., PT6A-114A Turbo Prop,
(a) S/N 208B0001 through S/N 208B0178 and 208B0180 through 208B0229 and as modified by SK208-84 when operated to PT6A-114 operating limits
(b) S/N 208B0179, S/N 208B0230 and on, and as modified by SK208-80 S/N 208B0230 and on, and as modified by SK208-80

Fuel

Aviation turbine fuel Jet A, Jet A-1, Jet B, JP-1, JP-4, JP-5 or JP-8. For required use of anti-icing additives and emergency use of aviation gasoline, refer to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

Engine Limits

P&W PT6A-114 or PT6A-114A when operated to PT6A-114 operating limits

	Shaft Horsepower	NG Gas Generator Speed (% rpm)	Indicator Torque (ft.-lbs.)	Prop Shaft Speed (rpm)	Maximum Permissible Interturbine Temp. (°C)
Takeoff static & max. continuous	600 (1)	101.6	1658	1900	805
Maximum climb	600 (1)	101.6	1658/1970(2)	1900	765
Maximum cruise	600 (1)	101.6	1658/1970(2)	1900	740
Idle	-	52 min.	-	-	685
Starting (2 sec.)	-	-	-	-	1090
Max. reverse (1 min.)	600 (1)	101.6	1658	1825	805
Transient (2 sec.)	-	102.6	2200	2090	850

II. - Model 208B, Caravan (cont'd)

Engine Limits (cont'd)

PT6A-114A (675 hp)

	Shaft Horsepower	NG Gas Generator Speed (% rpm)	Indicator Torque (ft.-lbs.)	Prop Shaft Speed (rpm)	Maximum Permissible Interturbine Temp. (°C)
Takeoff static & max. continuous	675 (1)	101.6	1865	1900	805
Maximum climb	675 (1)	101.6	1865/1970(2)	1900	765
Maximum cruise	675 (1)	101.6	1865/1970(2)	1900	740
Idle	-	52 min.	-	-	685
Starting (2 sec.)	-	-	-	-	1090
Max. reverse (1 min.)	675 (1)	101.6	1865	1825	805
Transient (2 sec.)	-	102.6	2200	2090	850

(1) Flat Rated:
The engines may produce more power than that for which the airplane has been certificated. Under these conditions, the stated torque, ITT, or Ng limitations shall not be exceeded.

(2) If maximum torque is used, propeller r.p.m. must be set so as not to exceed power limitations.

Propeller and Propeller Limits

Hartzell composite three-bladed, constant speed, full-feathering, reversible.
Model: HC-B3MN3/M10083
Diameter: Maximum 100 inches, minimum 100 inches, no cutoff approved
Pitch at 42-inch station:

Low pitch (Beta pickup)	9°
Feathered	78.4°
Maximum Reverse	-18°

McCauley aluminum three-bladed, constant speed, full-feathering, reversible.
Note: All aircraft equipped with TKS anti-ice system must use this prop.
Model: 3GFR34C703/106GA-0
Diameter: Maximum 106 inches, minimum 104 inches (2-inch cutoff on diameter allowed)
Pitch at 30-inch station:

Low pitch (Beta pickup)	+15.6°
Feathered	+88°
Maximum Reverse	-14°

*Airspeed Limits

V_{MO} (Max Operating)	175 KIAS
V_A (Maneuvering) at 8750 lbs.	148 KIAS

See POH/AFM for variations with weight and altitude.

V_{FE} (Flaps extended)	
To 10°	175 KIAS
10° to 20°	150 KIAS
20° to 30°	125 KIAS

C.G. Range

Takeoff and flight
(+199.15) to (+204.35) at 8750 lbs.
(+193.37) to (+204.35) at 8000 lbs.
(+179.60) to (+204.35) at 5500 lbs.
Straight line variation between points given

Landing
(+197.22) to (+204.35) at 8500 lbs.
(+193.37) to (+204.35) at 8000 lbs.
(+179.60) to (+204.35) at 5500 lbs.
Straight line variation between points given

Empty Wt. C.G. Range

None

II. - Model 208B, Caravan (cont'd)

Maximum Weight

8750 lb. takeoff and flight
8500 lb. landing
8785 lb. ramp

For Flight Into Known Icing:

With PT6A-114 engine and PT6A-114A when operated to PT6A-114 operating limits
8000 lb. takeoff and flight - cargo pod installed
8450 lb. takeoff and flight - cargo pod removed

With PT6A-114A (675 hp.) engine
8550 lb. takeoff and flight - cargo pod installed
8750 lb. takeoff and flight - cargo pod removed

With PT6A-114A (675 hp.) engine and TKS Anti-ice System installed
8750 lb. takeoff and flight

No. of Seats

1 through 2 (at +133.5 to +146.5) Pilot Seat Locations for Cargo and Passenger Versions.
3 through 11 refer to POH for passenger seat locations Passenger Version only.

Maximum Baggage

Reference weight and balance data

Fuel Capacity

335 gal. (332 gal. usable), two 167.5 gal. tanks in wings at +203.8
See NOTE 1 for data on unusable fuel.

Oil Capacity

3.5 gal. total, 2.37 gal. usable in engine mounted tank at +69.2

Maximum Operating Altitude

25,000 ft.
20,000 ft. for Flight Into Known Icing

Control Surface Movements

Wing flaps 0° ±1° Up, 10° +1° -2° Down, 20° ±2° Down, 30° +1° -2° Down

LH & RH Flap Extension to be symmetric within 1/2° at all positions

Main surfaces

Ailerons	Up	25° +4° -0°	Down	16° +1° -0°
Spoiler	Up	40° ±5°	Down	0° +0° -5°
Elevator	Up	25° ±2°	Down	20° ±2°
Elevator (w/TKS fairing)	Up	22° ±1° -0°	Down	20° ±2°
Rudder	Right	25° ±2°	Left	25° ±2°

(Measured perpendicular to hinge line)

Tabs (main surfaces in neutral)

Aileron (RH)	Up	15° ±2°	Down	15° ±2°
Elevator	Up	15° ±2°	Down	15° ±2°

Tabs servo actions

Aileron (RH) (tab adjusted to neutral)
50% of aileron travel ±1° Up and Down
Aileron (LH) 50% of aileron travel ±1° Up and Down

Serial Nos. Eligible

208B0001 and up

Data Pertinent to All Models

Datum

100.00 in. forward of center of nose gear jack point (Landplane).
100.00 in. forward of front face of firewall (Amphibian).

Leveling Means

Two jig located nutplates and screws installed on left side of fuselage below side windows and forward of cargo door.

Data Pertinent to All Models (cont'd)

Certification Basis - Applies to Models 208 and 208B when equipped with PW PT6A-114 engine and Hartzell propeller:

(1) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-12.
(2) FAR Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 23-1 through 23-28.
(3) SFAR 27 effective February 1, 1974, as amended by Amendments 27-1 through 27-4.
(4) Equivalent Level of Safety applicable to Model 208 and 208B not equipped with the Garmin G1000 Integrated Cockpit System:
    (a) FAR 23.955(f)(2), Fuel System.
(5) Special Conditions as follows:
    (a) 23-ACE-3; Dynamic Evaluation, Engine Installation.

Certification Basis - Applies to
(a) Models 208 and 208B when equipped with P&W PT6A-114 engine and McCauley propeller; and
(b) Model 208B when equipped with P&W PT6A-114A engine and either McCauley or Hartzell propeller; and
(c) Model 208 when equipped with P&W PT6A-114A engine and McCauley propeller:

(1) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-18.
(2) FAR Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 23-1 through 23-28.
(3) SFAR 27 effective February 1, 1974, as amended by Amendments 27-1 through 27-4.
(4) Equivalent Level of Safety applicable to Model 208 and 208B not equipped with the Garmin G1000 Integrated Cockpit System:
    (a) FAR 23.955(f)(2), Fuel System.
(5) Special Conditions as follows:
    (a) 23-ACE-3; Dynamic Evaluation, Engine Installation.

Additions for the Garmin G1000 Integrated Cockpit System (ICS), applicable to the Model 208 and 208B when equipped with PW PT6A-114A Engine. Original paragraphs amended by 23-1 through 23-28 and addressed during the G1000 certification are included:

14 CFR 23 regulations as amended by Amendment N/C:
14 CFR 23.303, 23.305(a), (b), 23.307(a), 23.601, 23.609, 23.671(a), 23.1367 and 23.1381.

14 CFR 23 regulations as amended by Amendment 23-7:
14 CFR 23.561(e), 23.611, and 23.689(a).

14 CFR 23 regulations as amended by Amendment 23-13:
14 CFR 23.1589.

14 CFR 23 regulations as amended by Amendment 23-14:
14 CFR electrical aspects of 23.1365(a), (b), 23.1419(b), (c), and 23.771(a).

14 CFR 23 regulations as amended by Amendment 23-17:
14 CFR 23.607, 23.685(a), and electrical aspects of 23.1309(a)(1), (a)(2), (c), 23.1165 (b), (c).

14 CFR 23 regulations as amended by Amendment 23-20:
14 CFR 23.1301, 23.1327, 23.1335, 23.1547(b), (e), electrical aspects of 23.1351(a), (b), (c), (d), (e), and electrical aspects of 23.1361(a), (b), (c).

14 CFR 23 regulations as amended by Amendment 23-21:
14 CFR 23.1501, 23.1541(a)(1)(2), (b)(1)(2), and 23.1353(g).

14 CFR 23 regulations as amended by Amendment 23-23:
14 CFR 23.603(a), (b), and 23.605.

14 CFR 23 regulations as amended by Amendment 23-26:
14 CFR 23.1529.

14 CFR 23 regulations as amended by Amendment 23-28:
14 CFR 23.301(a)(d).

Data Pertinent to All Models (cont'd)

Additions for the Garmin G1000 Integrated Cockpit System (ICS) (cont'd)

14 CFR 23 regulations as amended by Amendment 23-34:
14 CFR 23.853(e), 23.1523, 23.1581(a)(2), 23.1583(a)(1), (b), (h), and 23.1585(a), (b), (d).

14 CFR 23 regulations as amended by Amendment 23-42:
14 CFR 23.677(d).

14 CFR 23 regulations as amended by Amendment 23-43:
14 CFR 23.1322, 23.1331, and 23.1357(a)(b)(c)(d)(e).

14 CFR 23 regulations as amended by Amendment 23-45:
14 CFR 23.773(a)(1), (a)(2), 23.1525, and, 23.1549.

14 CFR 23 regulations as amended by Amendment 23-49:
14 CFR 23.677(d), 23.867(a)(b), 23.1303(a)(b)(c)(d)(e)(1), (f), avionic aspects of 23.1309(a)(1)(2), (b)(1)(2)(3)(4), (c)(1)(2)(iii)(3), (d), (e), (f)(1), 23.1311, 23.1321(a), (c), (d), (e), 23.1323(a), (b)(1)(2), (c), 23.1329, 23.1351(c)(4), (d)(1), 23.1361(c), 23.1365(a), (b), (d), (e), 23.1431(a), (b), (d), (e).

14 CFR 23 regulations as amended by Amendment 23-50:
14 CFR 23.1325(a), (b)(1)(i)(ii)(iii), (b)(2)(i)(3), (c)(1)(2), (d), (e), 23.1543(b), (c), 23.1553, 23.1545(a), (b)(4), (d), 23.1555(a), (b), 23.1567(a).

14 CFR 23 regulations as amended by Amendment 23-51:
14 CFR 23.777(a), (b), 23.955(a)(1)(2), (f), 23.959, 23.1337(a)(1)(2), (b)(1)(4), (c), (d), 23.1183, and 23.1203(b)(c)(d)(e).

14 CFR 23 regulations as amended by Amendment 23-52:
14 CFR 23.1305(a)(1)(2)(3)(5), (c)(1-7), (e)

14 CFR 23 regulations as amended by Amendment 23-53:
14 CFR 23.901(a)(b)

14 CFR 23 regulations as amended by Amendment 23-57:
14 CFR 23.1308

Special Conditions as follows:

(a) Model 208B with G1000, 23-214-SC; HIRF, with guidance from AC20-158.

Equivalent Level of Safety as follows:

(1) Applicable to Model 208 and 208B equipped with the Garmin G1000 Integrated Cockpit System:
   (a) 23.1305 Powerplant instruments – (c)(2), (c)(5), Amendment 52.
   (b) 23.1549 Powerplant and auxiliary power unit instruments – (a) through (d), Amendment 45, additionally, with guidance from AC 23.1311-1B, Installation of Electronic Display (Section 9 – Powerplant Displays), Section 9.4 Direct-Reading Alphanumeric-Only Displays.

(2) Applicable to Model 208 with the Garmin G1000 and 208B with or without Garmin G1000 and equipped with the optional TKS ice protection system:
   (a) 23.207 Stall Warning – (c) Amendment 7.

Compliance with ice protection has been demonstrated in accordance with § 23.1419 when ice protection equipment is installed in accordance with the airplane equipment list and is operated per the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

Application for type certificate dated June 2, 1982. Type Certificate No. A37CE issued October 23, 1984, obtained by the manufacturer under delegation option provisions of Part 21 of the Federal Aviation Regulations.

Data Pertinent to All Models (cont'd)

Production Basis — Production Certificate No. 4. Delegation Option Manufacturer No. CE-1 (2080001 through 20800246, 208B0001 through 208B0501) and CE-3 (20800247 and on, 208B0502 and on), and Delegation Option Manufacturer No. CE-3 (20800247 and on, 208B0502 and on) authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.

Equipment — The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. This equipment must include a current Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

NOTE 1 — Current weight and balance report including list of equipment included in certificated empty weight and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. Verify from aircraft records whether or not SK 208-52 "Wing Take External Sump Installation" has been installed. The certified empty weight and corresponding center of gravity location must include full oil of 29 lbs. (at +69.2), and unusable fuel as follows:

MODEL	SERIAL EFFECTIVITY/MODIFICATION	UNUSABLE FUEL lbs. @ c. g.
208	20800001 through 20800130 *NOT* modified with SK208-52	20.1 @ +185.7
208	20800001 through 20800130 modified with SK208-52	24.1 @ +186.4
208	20800131 and On	24.1 @ +186.4
208B	208B0001 through 208B0089 *NOT* modified with SK208-52	20.1 @ +205.7
208B	208B0001 through 208B0089 modified with SK208-52	24.1 @ +206.4
208B	208B0090 and On	24.1 @ +206.4

NOTE 2 — The placards specified in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manuals listed below (or later revision) must be displayed:

MODEL	CESSNA PART NUMBER
208 [600 SHP]	D1307-34-13PH
208 [675 SHP]	D1352-7-13PH
208 [675 SHP]	208PHBUS-01
208B [600 SHP]	D1309-29-13PH
208B [675 SHP]	D1329-23-13PH
208B [675 SHP]	208BPHBUS-01

Model 208 airplanes modified in accordance with SK-208-12 should use Cessna P/N D1307-27-13PH (or later revision).

NOTE 3 — Airplanes 20800001 through 20800060 are eligible for operation at the same weight and C.G. approved for S/N 20800061 and up when modified in accordance with SK-208-12 or SK-208-85A "208A to 208 Caravan I Cargo Configuration Conversion".

NOTE 4 — Mandatory inspection times for all wing and wing carry through structural components are contained in the Model 208 Series Maintenance Manual.

NOTE 5 — In addition to the placards required by NOTE 2 above, the prescribed operating limitations indicated by an asterisk (*) must also be displayed as permanent markings.

NOTE 6 — Special Ferry Flight Authorization. Flight Standards District Offices are authorized to issue special overweight ferry flight authorizations. These airplanes are structurally satisfactory for ferry flight if maintained within the following limits: (1) Takeoff weight must not exceed the maximum certified takeoff weight multiplied by a gross weight increase factor up to 1.3 (e.g. 8,000 x 1.3 = 10,400 lb); (2) the Maximum Operating Airspeed (V_{MO}) must be divided by the same gross weight increase factor (e.g. V_{MO} = 175 ÷ 1.3 = 135 KIAS); (3) Forward and aft center of gravity limits may not be exceeded: and (4)

NOTE 6 (cont'd)

Structural load factors of +2.5 g. to -1.0 g. may not be exceeded. This determination is based upon the production configuration of the airplane and does not account for modifications, such as STCs, that may have affected the gross weight of the airplane. The excess weight authorized is limited to the additional fuel, fuel-carrying tanks, and navigational equipment necessary for the flight. Requirements for any additional engine oil should be established in accordance with Advisory Circular AC 23.1011-1. Increased stall speeds and reduced climb performances should be expected for the increased weights. Flight characteristics and performance at the increase weights have not been evaluated. Procedures for issuing a Flight Permit for operations of overweight aircraft may be found in Advisory Circular AC 21-4.

.....END.....